

Page 1

YUCCA MOUNTAIN SCOPING MEETING
PUBLIC COMMENTS

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Taken at the Longstreet Inn & Casino
Highway 373
Amargosa Valley, Nevada

On Monday, May 3, 2004
At 4:00 p.m.

Reported by: Deborah Ann Hines, CCR #473, RPR

Page 2

SALLY DEVLIN: Sally Devlin, Nye County, Pahrump, Nevada. First of all, may I say thank you for this scoping meeting. Your leader at the end of the NWTRB, Nuclear Waste Technical Review Board, meeting said you would never have public meetings, and I'm so glad somebody got on his case and changed his mind. It's wonderful.

Now, the reason that I'm here on the railroad is that for 13 years I have been on this Yucca Mountain project, and my field is transportation. And I got on it because the only railroad plan you had when I started was for the railroad to go from Jean, Sandy Valley through Pahrump on the Von Schmidt line and then through Ash Springs and up to Amargosa and up to the Test Site. Then you considered Carlin then Yermo, and then Caliente is the last one. So we've been through this.

I have learned to build railroads. I'm going to give you the documentation on how you build a railroad, all the new things that have to go into railroads, such as tunnel designing because of the Baltimore fire, which I have documented in my report.

The other thing is regarding barges. There are only Lake Michigan and Chicago would have to

Page 3

barge two ports. And, of course, not only internationally but nationally have all the cables down the Mississippi and so on and so forth. It is extremely dangerous and impractical, but it has to be considered. And Alan Benson, Peter Swift said no barging has to be done. So I'm naming names because they said nasty things about me, and they're not allowed to. So anyway, the second is barging.

The third, of course, is truckloads. And I took the time to go to California and look at the trucks and all the extra axles. Since 80,000 pounds is legal weight on all the highways, these would weigh what, 500,000 pounds, and we are a Nye hazard road, our only intrastate highway, which is US-95. And anything that weighs that would sink. You forget Nevada has sandstorms, flooding, everything you can possibly image. So it extremely impractical unless you build new highways to ship by truck.

Now, on the particular railroad in Caliente, and of course I looked at it, it's 300-something miles, 319 miles or something. You would have to go quite a long time where it's 500 feet and so on which would have to be redesigned.

And I think the most important thing about transportation is Price Anderson. When I started

Page 4

with Price Anderson, it was \$10 million. It's now \$9.6 billion. And this is congressional funding for accidents. And they have paid out many millions of dollars, but nothing on a national project like this, which affects every city in the nation that has radionuclides going through it from the power plants.

And the other thing I want to bring up that is equally important is as to shipping of the rods in the canisters, which you do not have, and I just documented all that. And you do not have the rail beds for the weight and all this kind of stuff. We're talking 500,000 pounds.

We're also talking, of course, mainly is security. Now, I know the DOE or the government or whoever has been raising up bridges and this and that, but any truck, even if it was in a convoy, even with the telecommunications, the satellite communications and so forth, we're talking in particular Nevada, I used to say when your tire goes flat where do you go? And, of course, there was a hundred miles between drinks, you went to a bar or casino or a brothel. Now, that's not true anymore, so we have to change our terminology.

What is really interesting on these things is that FEMA, and I have taken every FEMA training

1 (Pages 1 to 4)

6/21/2004

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Page 5

1 course they give on television, or what have you, and
2 they give it to our firemen, there really is nothing
3 because there is no medical facility either at the
4 Test Site along the route or elsewhere in Nye County
5 where it would be going.

6 There is a 12 bed hospital, which is
7 private, in Tonopah. We, in two years, may get a 25
8 bed private hospital in Pahrump. But as far as any
9 other medical facility, there are none, absolutely
10 none anywhere in Nye County that you can honestly say
11 is an emergency medical facility. And that's very
12 important to know.

13 Now, not only isn't there medical but there
14 really is no telecommunications. And I have asked
15 the State the last two sessions of the legislature,
16 and I've asked two very important senators and
17 assemblymen to put in what is called a broadband
18 bill. And what the broadband is is so that the
19 entire state can communicate. No way. We failed and
20 we're failing again.

21 And last but not least what I'll give you in
22 the documentation is I have been working since 1995
23 to try to get a bounded survey map of Nye County, and
24 particularly of Pahrump. And it's been a very long
25 disastrous and fun project.

Page 6

1 And in the last few months, actually the
2 last four to six months, I have every map that was
3 ever done of Nevada from the original Von Schmidt
4 line, which was done in 1872, which was the original
5 boundary map. We didn't get the tip because we were
6 Arizona then. Pahrump became part of Nevada in 1867.
7 And then today, and I want to stress today, they are
8 using the 1881 bounded survey map for the boundary of
9 Clark County when they split from Lincoln County in
10 1881.

11 The State of Nevada did not have a boundary
12 map and still doesn't. And the reason was two
13 convicts refused to go to jail in this state,
14 although they were convicted here, because we were a
15 non-entity. We remain a non-entity.

16 And all of these maps have gone to the State
17 because the survey, and I'm talking the Von Schmidt
18 line and other lines, both from California archives
19 and our archives are still being used, 1872. And
20 when the State of California in the '70s decided that
21 the state line at Lake Tahoe was the boundary, I was
22 living in Reno. And, of course, it went to court and
23 they had to resurvey the Von Schmidt line. And in
24 1977 on my maps the Von Schmidt line was the boundary
25 line of the state of Nevada on the east side, I mean

Page 7

1 the west side.

2 So what goes on the east side, and I'm
3 bringing it up at this meeting particularly since
4 there are no boundary survey maps of any of the
5 counties that this waste is going to go through,
6 there is no bounded survey map of the Nevada Test
7 Site, and so all of this stuff that is going on has
8 to be attended to before anything can be done for
9 jurisdictional reasons.

10 The first document I'm going to give you is
11 quite old, 6-19-03, from Jim Reid. And Jim Reid
12 is the head of the transportation for the National
13 Conference of Governors. And what this paper states
14 is what all the different states charge per company
15 annual fee, unless otherwise noted, and on this there
16 are 27. But anyway, for example, Nevada charges 500
17 plus 150 per truck plus actual costs for
18 investigation.

19 Now, the laws in Nevada, and this is very
20 important to note, we have but one agency that's on
21 duty 24 hours a day, and that is our highway patrol.
22 And the distance between drinks is extremely long and
23 extremely hard and it's extremely sparsely populated,
24 and so the local sheriff has to handle any accident,
25 whether it's high level nuclear waste or just a plain

Page 8

1 truck rollover, whatever. And then they wait for the
2 highway patrol, and sometimes many hours.

3 And the highway patrol comes, takes over the
4 scene and then he does the report, which goes to the
5 Department of Motor Vehicles. And then this man does
6 a report, puts a dollar value on it, sends it up to
7 the head of the department and then it comes back and
8 it is processed and then a dollar amount is set.

9 That's why I told you about Price Anderson
10 because if anything happened say in Elko, 9.6 million
11 would not pay for the town of Elko, and it might go
12 through there. Now, Ely, probably that might cover
13 it, I don't know, but you're getting the picture of
14 distances and so on.

15 So that's all that you have. Since we have
16 no intra-telecommunication, and I'm talking
17 broadband, and nobody is on the same frequency, no
18 sheriff's department from one county can communicate
19 with another county because they all have their
20 little principality. And they get hundreds of
21 thousands of dollars for their telecommunications but
22 they cannot communicate.

23 So anyway, it is a problem. So anyway, what
24 happens in the state of Nevada is you buy a license,
25 you fill it all out, you're going to put the waste on

2 (Pages 5 to 8)

Page 9

1 it and so on and you have all the axles, because it's
2 80,000 pounds that's legal. They're 500,000 pounds,
3 and they have an accident, and I've seen the trucks,
4 and so they pay that and then \$150 per truck. Well,
5 as I told you, if there was an accident then the
6 highway patrol would have to handle it and so on, so
7 that it is a very serious situation, and that is
8 Nevada.

9 So there are no inspectors to check the
10 trucks or the shipments. Over the years nothing has
11 gone into burial or what have you at the Test Site
12 has ever been checked. They have absolutely nothing
13 checked. They believe every trucker and his bill of
14 lading.

15 All right. Now, I'll just give you one
16 more. In New Hampshire they charge \$5 a vehicle,
17 period. In Michigan they charge -- I'm sorry,
18 Mississippi they charge 2500. So it's very
19 interesting because there is no continuity from state
20 to state. And that must be brought up in
21 transportation studies. And this is from the
22 governors of the states.

23 Now, the next one, and part of this is old,
24 here it is, the four different routes. That's how
25 old this stuff is. So that's interesting. It is the

Page 11

1 and the instrumentation. And remember what a mine
2 is. When you go underground it's going to be 85, 90
3 degrees.

4 Now, this particular NRC form, this is what
5 the states charge to transport high level waste. And
6 there are no inspectors. And Reid came out to our
7 meeting, and I met him after all these years, that
8 was the first intermodal travel. That's how I got
9 into all this.

10 And this is my report to NRC regarding that
11 1300, 1500 page report, and of course tunnel fires
12 and all that. And then I go into how I learned to
13 build a railroad, how I learned to build barges, how
14 I learned to build roads, and then I learned to build
15 dirigibles, the Hindenbergs, so that's that one.
16 Those are two.

17 And then this is my report on the KTIs, key
18 technical issues, given to me by John Arthur, III.
19 And the first one is on the colloids, the second one
20 is on the volcano, and the third one is on the
21 biosphere. That's where my funny picture comes in.

22 And so anyway I have a lot more
23 documentation. My concern with transportation is not
24 only costs four to five million per mile, the tunnel
25 costs and the science on the tunnel; the third thing

Page 10

1 old maps and so on. And of course we are talking
2 intermodal transport.

3 Now, this is a report to the Nuclear
4 Regulatory Commission, May 27, 2003. And this is
5 after one of my boyfriend's sent me all 1300, 1500
6 pages on the four transportation meetings. The first
7 one was held in Rockville, Maryland, the second one
8 in Las Vegas, the third one in Pahrump and the fourth
9 one in Rockville, Illinois.

10 Now, the most important one of all of these
11 was of course the one in Rockville, Maryland. And it
12 was a 200 page review of the Baltimore tunnel fire,
13 and I bring this up in particular because that fire
14 went to 1400 degrees F. Fortunately it was an old
15 tunnel, otherwise we would have had no Baltimore.

16 So the tests after the tunnel fire, they did
17 a million dollar test. It was a total failure, in
18 another tunnel. So they had to redesign the casks,
19 they had to redesign everything, and it's still up in
20 the air.

21 And the third thing I must bring up with the
22 tunnels and so on is that our five mile Yucca
23 Mountain mine is full of my bugs. It's full of mold,
24 it's full of fungus, it's full of colloids and it's
25 full of microbes. And they are just eating the metal

Page 12

1 is jurisdictional areas, since nothing is properly
2 bounded and surveyed; and fourth, the health and
3 safety, which really should be number one since there
4 is no health and safety in any of the counties for
5 any type of disaster.

6 This one is to Kevin Rohrer from DOT, and it
7 is a funny one, and it's an old one, and it's on
8 intermodal travel. And I'd say it's about '98 when I
9 was a member of the Nevada Risk Assessment Management
10 Program, NRAMP, and we were out of the University of
11 Nevada. And we worked together for five years on the
12 water studies and transportation studies, the cancer
13 studies. I did the cancer study for the whole state,
14 and I've been doing them ever since and just about
15 everything.

16 We were the first investigators on the
17 radionuclides and the water. And I have been
18 studying water ever since. And I do want to say that
19 water is -- crooked Nye County buys the water rights
20 to get around the State not allowing you to have
21 water, we have problems. And they're trying to buy
22 33,000 acre feet from the Test Site from the State.
23 So we'll see what political implications that has
24 with the dirty people.

25 And also everybody has the Margaret Chew

3 (Pages 9 to 12)

Page 13

1 thing. And I want to mention that because it's
2 coming up in the commissioners meeting tomorrow. So
3 that's that.

4 Also you have a copy of Jacob Paz's report.
5 And his report talks about the erondite and modendite
6 and silicosis caused by the dust and the, what do you
7 call them, dust radionuclides in the mine, which
8 cause silicosis, which is what closed down Tonopah.

9 My main thing is health. And I'm sure
10 they'll have to go through proper licensing and have
11 many more public meetings.

12 And particularly this is delightful that you
13 have a stenographer here that can take all this down.
14 And I expect a copy of my testimony from this scoping
15 meeting, and you may send it to Sally Devlin, P.O.
16 Box 9266, Pahrump, Nevada 89060. And my phone number
17 is (775)727-6853. And I will be looking forward to
18 it. And any questions anybody has, I have thousands
19 of pages of documentation on transportation going
20 back to day one.

21 SHELDON BASS: First off I'm totally in
22 favor of the railroad, okay, but I really would like
23 to see it designated as a common carrier. I would
24 like to see a spur run into Tonopah to the airport
25 there which would revitalize Nye County. We got a

Page 14

1 huge grant. We're rebuilding that airport. It's
2 going to be back on stream again. They have hired a
3 management firm to manage it for us.

4 I'd like to see a spur into Goldfield. The
5 old railroad station property is still there. I'd
6 like to see a spur into Beatty. And they told me to
7 put this in, I'd like to see a spur into Crystal up
8 to Joe Richard's brothel. But really that spur
9 should go on past it into Pahrump.

10 The reason for these spurs is it would
11 greatly enhance the long-term goals of future
12 development of the western part of Nye County. We
13 could bring in building materials, fuel oil, just
14 about anything you can think of, and tourists, bring
15 a lot of tourists in. Bring them in by train, drop
16 them at the airport, bring them in by train, drop
17 them in Beatty. They can have tour buses out on
18 down, go to Death Valley, go to Scotty's Castle.
19 There's a tremendous amount of potential.

20 There's another thing, more commercial. On
21 that train we could piggyback those great big
22 18-wheel trailers and we could start utilizing some
23 of our newly zoned industrial land as distribution
24 centers for all kinds of material.

25 So on the assumption we're going to get the

Page 15

1 railroad either way, because what so many people
2 don't truly understand is irregardless of what the
3 State of Nevada says or does, or what anybody else
4 says or does, when it comes time to put that material
5 in that hole in the ground, whoever is president of
6 the United States at the time just signs an order
7 that says, Under the National Security Act of the
8 United States I hereby order this to happen, and it
9 happens and that's the end of the Supreme Court and
10 everything else. Nothing overrides it.

11 There's no other place to put it, that's not
12 necessarily a good thing or a bad thing, but it is
13 going to end up operational. But I truly believe
14 that it should be designated from day one as a common
15 carrier, and that the concept of secrecy of shipments
16 is not going to be able to be maintained, it really
17 isn't. You can't be shipping trainloads of stuff
18 through non-secure areas and call it a secret.

19 I've been at a meeting last December over
20 this, and it was right after the withdrawal was made
21 from BLM on the National Register, and my question
22 was on the assumption the railroad is going to be
23 built how much more land are you really going to
24 need? The answer was between the rail bed and an
25 access service road running parallel probably no more

Page 16

1 than 50 feet. I said, How are you going to protect
2 it? Oh, we don't put fences up along railroad
3 tracks. So you're going to have what, 319 miles of
4 unprotected railroad? This is a reality.

5 So if the common carriers had advanced
6 notice of when the line would be open, we could
7 utilize that line to bring in materials that we need.

8 That brings me to another thing. Who is
9 going to run the railroad? What secure agency is
10 going to be in charge of this baby? Certainly not
11 Union Pacific old-timers, I hope. They haven't got a
12 clue how to handle this material. They don't have
13 proper security clearance. They certainly aren't
14 going to be qualified to carry weapons, and very good
15 weapons, in the public domain.

16 So these are serious questions that need to
17 be answered, like how, why, when and where. Because
18 it's like the mayor of Caliente is all over the news
19 these days, I'm all for the railroad. It's going to
20 probably give us a hundred new jobs here in Caliente.
21 Well, who has he got that's qualified to handle this
22 type of material and has got the security clearance?
23 There's nobody living there.

24 See, once that material is moved onto the
25 Test Site heading up the mountain, now the security

4 (Pages 13 to 16)

Page 17

1 increases. There's nobody working up there that
2 isn't well cleared, or we hope. But not down along
3 those railroad tracks, which you're already building,
4 by the way.

5 There is a third track being built coming
6 out of L.A. County. And I stopped and looked at it
7 in Palm Springs about five weeks ago. And what
8 caught my eye was the fact that the webbing on the
9 rails was about three times as thick and about four
10 times as high, like they were going to go to a
11 different type of wheel with greater grabbing. And
12 all of the railroad ties were following along on flat
13 cars that stretched for a couple of miles. And they
14 were pre-stressed, pre-tension, high tension concrete
15 ties with a very lovely mechanical attachment system.

16 I stopped. I found a guy who was a foreman,
17 gave him one of my cards and says, You're getting
18 ready to run this through me. Is this for those big,
19 old, new, heavy trains? He says, Absolutely.
20 They're building a third line down.

21 So it's coming. Anybody that says it's not,
22 sorry, it's coming. It's going to be here. My
23 personal position is we need to make the best of it
24 we can for all of the people. That's where I'm at.

25 DALE SCHUTTE: I'm chairman of the

Page 19

1 dual purpose. If they make the railroad just for the
2 DOE, that is going to be extremely harmful to the
3 communities of Amargosa Valley, Beatty, Goldfield and
4 Tonopah, and I'm not sure about the very north
5 portion of the county, but I think it would be bad
6 for them too.

7 Three of the towns, Beatty, Goldfield and
8 Tonopah, historically depended on mining. It's kind
9 of a boom and bust affair right now. The mining is
10 pretty slow. But with the problems we're having with
11 the oil and that driving the price of silver back up,
12 we have a lot of mining development that will
13 probably go on on the far side in that corridor.

14 There's some mines now that are. It's not
15 just gold and silver. The extreme water shortage
16 that we have in all of Southern Nevada, particularly
17 Las Vegas, they're trying to eliminate some of your
18 conventional landscaping, such as using lawns and
19 such, and replacing that, a lot of people are, with
20 just different type of rock and stuff. That's being
21 mined. Beatty has a good portion of it.

22 If the railroad does not support commercial
23 uses and it starts to hinder the operations that are
24 going on, which are expanding, by the way, it will be
25 a very severe financial handicap for Beatty, Amargosa

Page 18

1 Transportation Committee for the Nye County Federal
2 Impact Advisory Board. I'm also chairman of the
3 Pahrump Town Nuclear Waste Environmental Review
4 Board, past chairman of the Nevada Test Site
5 Community Advisory Board, also a property owner here
6 in Pahrump, also in Beatty and Oasis Valley. This
7 railroad is going to be relatively close.

8 The comments that I got are based on a
9 questionnaire that I developed and sent out to a lot
10 of the stakeholders in Nye County. There's over a
11 hundred patented mining claims that are directly
12 impacted by this railroad. There's about 800 or so
13 non-patented claims. There's ranches that are being
14 split. There's some water areas that are on the
15 backside of the rail route, some communications
16 towers apparently back there also.

17 It's also a very good hunting area for big
18 horn sheep and stuff like that. And of course it's a
19 pretty good recreational area for a lot of us
20 residents. We use it all the time.

21 The major things that I found out from the
22 questionnaire that was sent out, which is now being
23 used by Nye County Natural Resource and Federal
24 Facilities Office with Les Bradshaw, they're using
25 that questionnaire now, but the railroad has to be

Page 20

1 Valley, Goldfield and Tonopah.

2 The railroad needs to be dual use, and we
3 need spurs in order to be able to use it by the
4 communities, especially for the mining that's going
5 on. Also for the railroad valley, the potential of
6 shipping the oil by the rail line instead of truck.

7 There's more exploration going on already up
8 there for oil. So we must have a dual use railroad.
9 We need the spurs to support the communities that
10 it's going through, otherwise a private line for the
11 DOE is just a total negative stigma to the towns
12 where it's going by.

13 There would be no benefit to us. It would
14 actually harm us. It will harm our property values
15 and it may cost some jobs and stuff from operations
16 on the far side of that railroad right now and ones
17 that will be there in the future as time goes on.

18 SALLY DEVLIN: Robin wanted me to add to my
19 report. The first thing was regarding the department
20 of defense sent 7,000 metric tons or 14,000 metric
21 tons to the two repositories, and I have stated since
22 the day I walked in the door you cannot put
23 classified waste in my mountain. And little arrogant
24 horrible DOE gave classified waste to DOD, and it is
25 still in all the reports as classified.

5 (Pages 17 to 20)

Page 21

1 And I want to formally state you cannot have
2 classified waste in my mountain. And who knows what
3 you're going to put it in. Who knows what is there
4 and so on. The only thing we do know is there's a
5 centi metric ton of spent nuclear fuel from
6 submarines. The rest is a major question mark. And
7 I wouldn't trust the Department of Defense or the DOE
8 to handle classified waste anywhere at any hour of
9 the day.

10 The other thing she asked me to say in the
11 report was regarding, and I do talk about terrorism
12 and sabotage. And in one of my reports if you could
13 lift a 36 pound bazooka in a hole in a dirt road and
14 shoot a canister, you can do major damage, and
15 radionuclides would escape and so on.

16 The problem is, and that is safety, and our
17 fear of sabotage and terrorism. And what is the
18 plan, because I know that my boyfriend said they
19 don't have marshals on the transports anymore. And
20 there's next to no protestors, but you never know
21 about terrorists or sabotage. We get into serious
22 health issues.

23 BOB HALSTEAD: I'm transportation advisor
24 for the Nevada Agency for Nuclear Projects. My
25 mailing address is [REDACTED]

Page 22

1 [REDACTED] My telephone number
2 is [REDACTED] My Carson City office telephone
3 number is [REDACTED]

4 I'm speaking today for the State of Nevada
5 Agency for Nuclear Projects. We're giving
6 introductory comments tonight. We plan to give
7 comments additionally at the meetings in Goldfield
8 and Caliente and Reno and Las Vegas. And of course
9 we will also be filing written comments at the end of
10 the comment period.

11 First comment we'd like to make tonight is
12 that we feel that the Department of Energy is not the
13 appropriate agency under federal statutes to be
14 conducting scoping phase for this environmental
15 impact statement. We believe that the department has
16 erred in assigning to itself lead agency status for
17 such a large transportation project.

18 It appears that the department has preempted
19 the authority of the Surface Transportation Board.
20 And the State of Nevada in an April 22nd, 2004 letter
21 from Nevada Attorney General Brian Sandoval to the
22 Chairman of the U.S. Council on Environmental
23 Quality, James L. Connaughton, the State has asked
24 the CEQ to investigate whether or not the CEQ's view
25 is that the department can be its own lead agency for

Page 23

1 this project or whether, as we believe, the Surface
2 Transportation Board would be the more appropriate
3 agency to conduct this scoping phase of the
4 environmental impact statement.

5 A second comment that we would make, and
6 this is a procedural comment, is on the process that
7 the department is using for the conduct of these
8 scoping meetings. We believe the department has
9 erred in abandoning its traditional approach to
10 scoping, which has generally in the past involved
11 Department of Energy presentations explaining
12 essential background information to the effective
13 parties and then taking comments recorded by a court
14 reporter in a public session where all of the
15 comments that are made can be heard by all of the
16 department representatives, all of the local
17 officials, all of the state agencies representatives
18 and the other members of the public that are present.

19 We think there are two reasons why it would
20 be advantageous to DOE in the interest of carrying
21 out this responsibility for the EIS to have used what
22 has been the traditional approach to scoping.

23 The first is quite simply that that method
24 that has been used in the past has been accepted by
25 the participants as an example of DOE's openness and

Page 24

1 willingness to hear a variety of opinions. And
2 whatever the reasons, and there certainly are some
3 reasons, like facilitating the taking of statements
4 from people who have schedule conflicts, for example,
5 whatever the potential benefits of this process we
6 feel they're outweighed by the fact that they create
7 a perception that the department has abandoned a
8 process that they've used well in the past. And it
9 raises questions about whether the department is
10 doing this for some less than noble motive, such as
11 to limit or influence the types of comments that are
12 made.

13 The second point we would raise in this
14 regard is that our experience in scoping is that the
15 purpose, one of the key purposes of scoping is to
16 obtain information on unique local conditions from
17 local residences, and that the process of getting
18 high quality information from people who are not
19 necessarily experienced and/or comfortable providing
20 hearing testimony is that it is often useful in an
21 iterative setting to have people have an opportunity
22 to give a timed statement of two, three or five
23 minutes than sit down and hear statements that are
24 made by their neighbors, and then in the course of
25 hearing their neighbors' statements they then often

6 (Pages 21 to 24)

Page 25

1 are moved to amend their own statement or add
2 information.
3 And so we would argue that the process of
4 taking scoping comments publically is advantageous to
5 the department in that hearing other people's
6 testimony often allows people giving testimony to
7 sharpen their points, come back and refine a
8 statement that they made earlier.

9 We will be closely watching the results that
10 DOE obtains with this approach to scoping, and we'll
11 certainly have written comments to be made down the
12 road. Thank you very much. That ends my statement
13 for tonight.

14 (Thereupon the proceedings
15 were concluded at 8:00 p.m.)

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Page 26

1 CERTIFICATE OF REPORTER

2 STATE OF NEVADA)

3 SS:

4 COUNTY OF CLARK.)

5 I, Deborah Ann Hines, certified shorthand
6 reporter, do hereby certify that I took down in
7 shorthand (Stenotype) all of the proceedings had in
8 the before-entitled matter at the time and place
9 indicated; and that thereafter said shorthand notes
10 were transcribed into typewriting at and under my
11 direction and supervision and the foregoing
12 transcript constitutes a full, true and accurate
13 record of the proceedings had.

14 IN WITNESS WHEREOF, I have hereunto affixed
15 my hand this 4th day of May, 2004.

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19 Deborah Ann Hines, CCR #473

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7 (Pages 25 to 26)